



U.S. Department
of Transportation
**Federal Railroad
Administration**

NATIONAL RAIL PLAN

Pathway to Improving Transportation

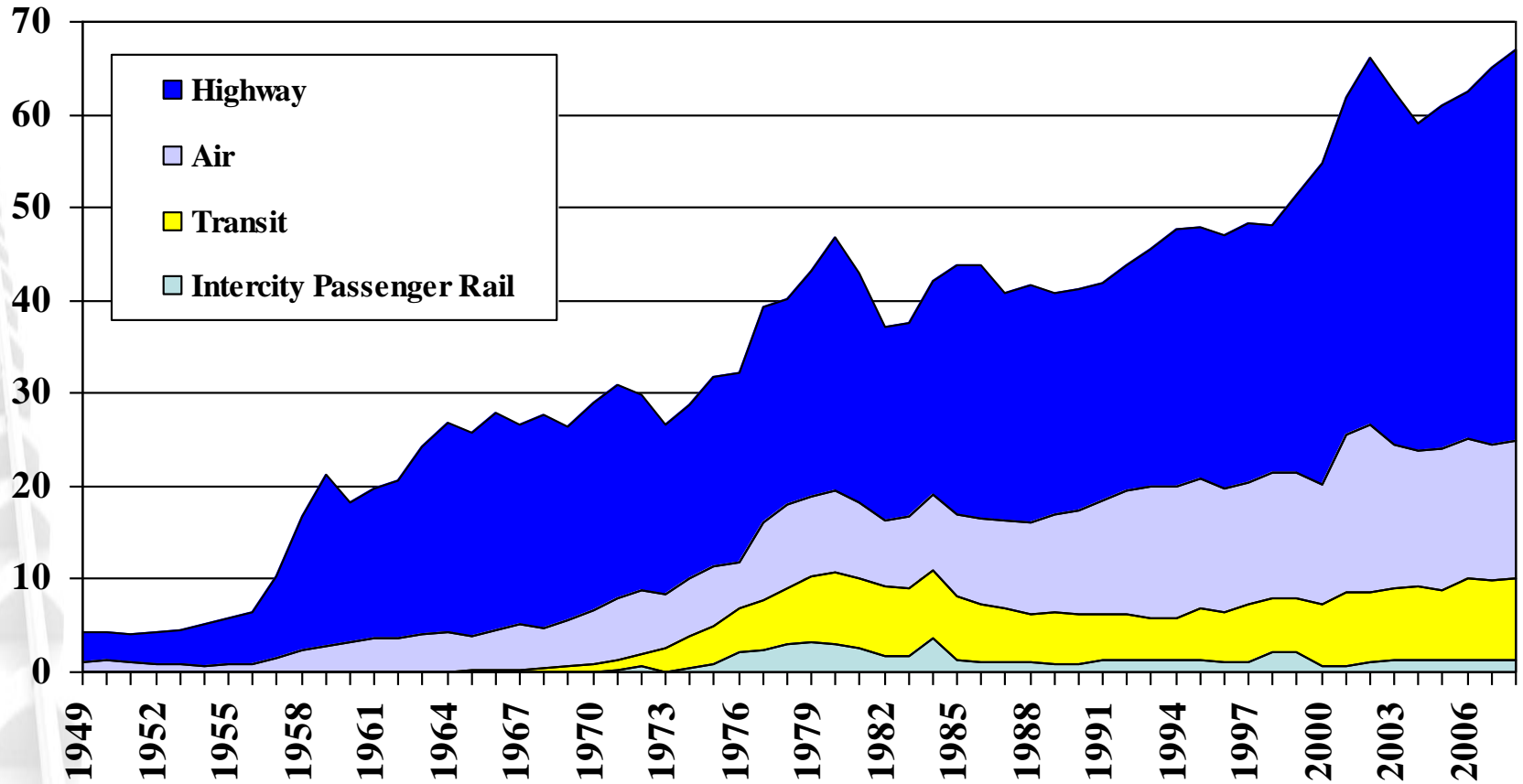
Ron Hynes
Director, Office of Policy

6/30/2010



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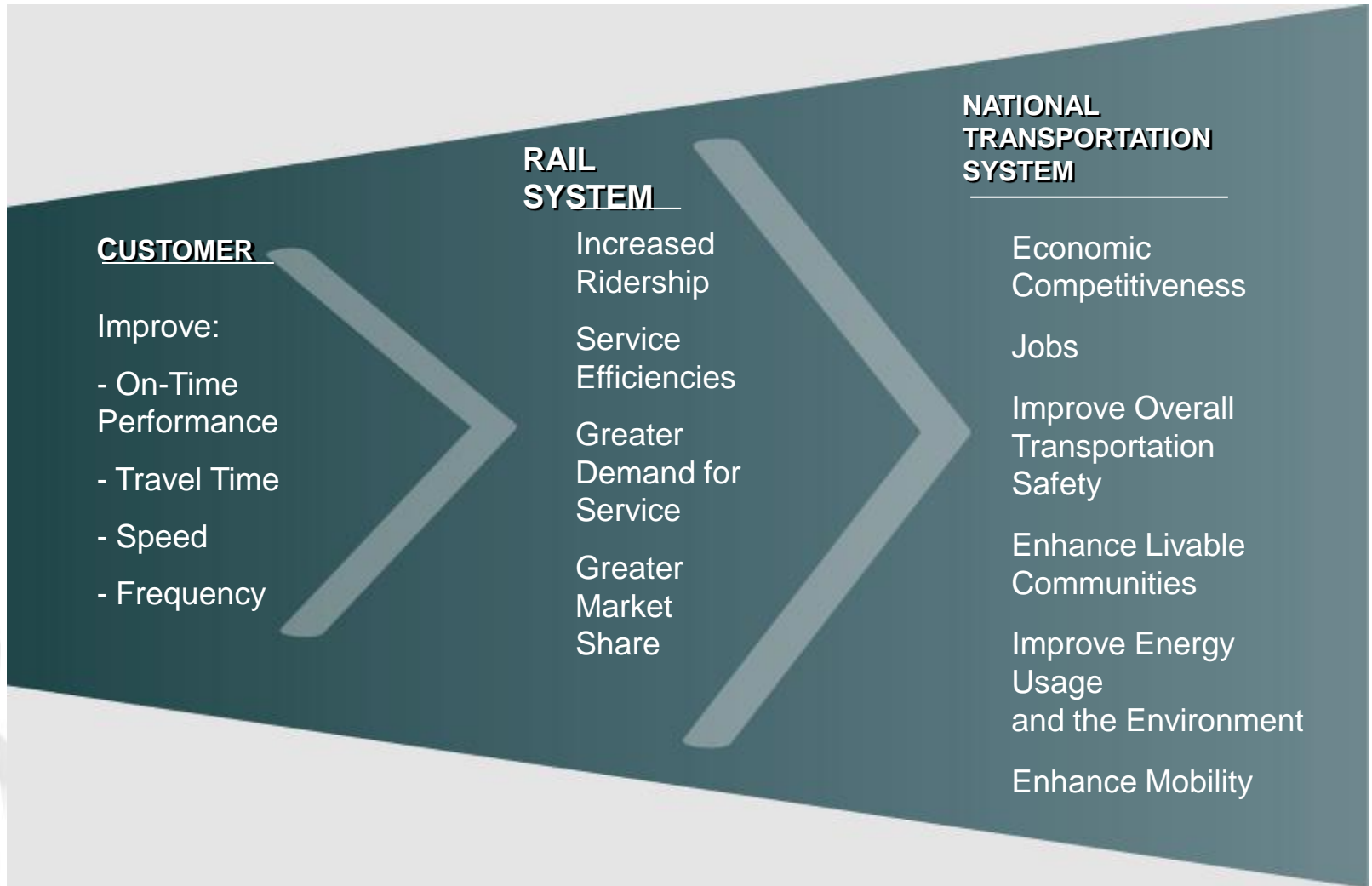




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	Jan/Feb	March/April	May/June/July
Public Policy Issues	Define key issues: governance, finance, strategic goals	Refine and prioritize specific strategies to tie goals to outcomes informed by outreach/white papers	Review final drafts
Outreach	Key DOT/FRA, state, industry groups	Review implementation work/develop strategies to reach goals; focus groups' priorities	Broader outreach; Review draft and incorporate final comments; NRP Meetings
Implementation Issues	Develop white papers: safety, security, network design, land use, governance options	Finalize white papers	Finalize draft plan

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Focus Groups Priorities

- We are in a unique period of time. Collaborate to advance both freight and passenger rail.
- Federal leadership is needed to set transportation priorities. Public will benefit.
- Liability limits are needed for passenger operations on freight railroads.
- Strong desire to have high-speed rail supplement air travel in 100-600 mile distances.
- Capacity for passenger equipment depends on long-term commitments and dedicated funding.



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Focus Groups Priorities

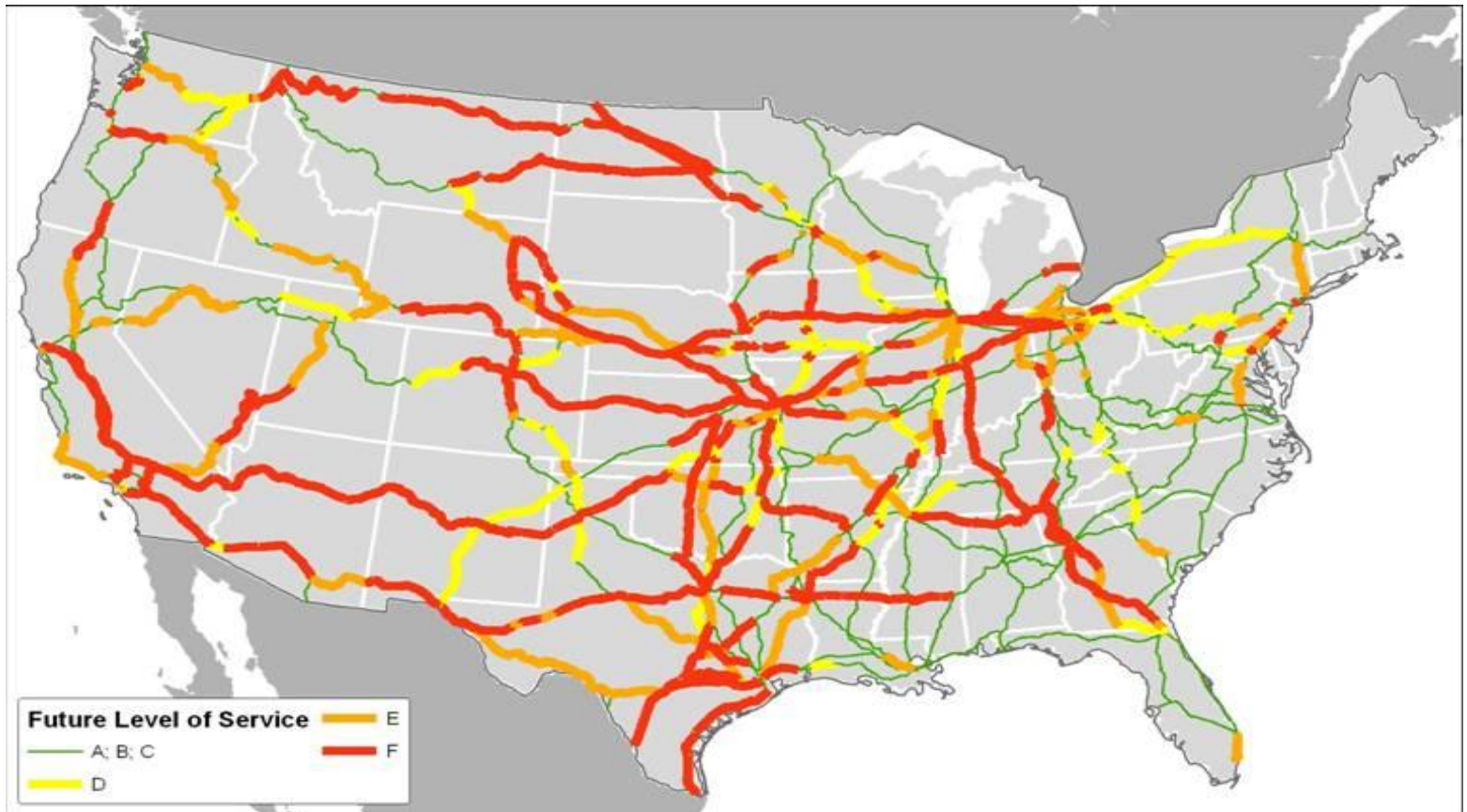
- PTC will cause diversion of capital from near-term capacity improvements; which will lead to freight shifts to highway as capacity is reached on rail.
- Re-regulation could hobble the freight industry and limit its ability to invest in capacity.
- Focus on corridors, establish performance measures and publicize definitive information about public benefits and costs.
- Investment tax credit is a tool that can be used to add capacity and improve public benefits.
- Buy America is not a problem for conventional passenger equipment, but may be for true high-speed rail equipment.



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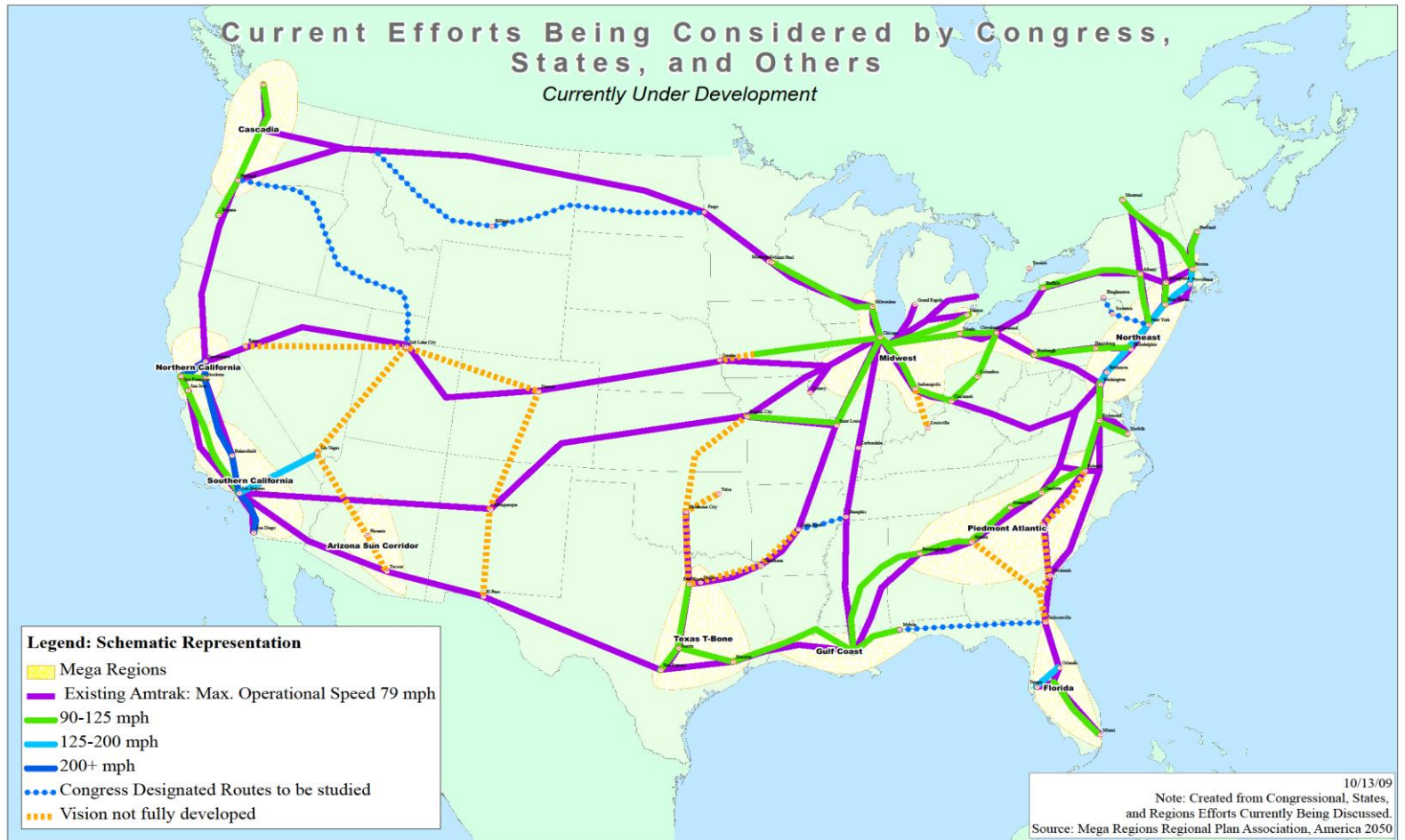
Future Corridor Volumes Compared to Current Corridor Capacity 2035 Without Improvements





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The Challenge

1. Increase the availability and service levels of high-speed, intercity, and commuter rail
2. Increase the amount of freight moved by rail
3. Accomplish steps 1 & 2 simultaneously
4. Have the appropriate investment strategy



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Goals

- To allow rail to be part of an integrated multimodal transportation system that optimizes the inherent strengths and benefits of each mode.
- Passenger and freight rail envisioned as a way of obtaining the Department's strategic goals. Build market share for future growth.
- Increase commuter and intercity passenger rail and have high-speed rail on par with other developed countries.



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Strategies

- Have National transportation decision-making based upon a comparison of benefits and costs of infrastructure, operations, and maintenance.
- Grow intellectual capacity and rail research for the design and implementation of rail transportation improvements.
- Select the best markets for establishing high-speed rail between city pairs and complementing long-distance air service.
- Protect and grow rail infrastructure. Grow rail share of market in freight corridors; add intermodal facilities to reduce competitive distance for rail intermodal.
- Focus on corridors and improvements to those corridors to meet the needs of transportation demand in 2035.



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Outcomes

- Improve Overall Transportation Safety
- Improve Economic Competitiveness
- Create American Jobs
- Enhance Livable Communities
- Improve Energy Usage and the Environment
- Enhance Mobility



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Small Group Questions

Are any significant strategies missing?

**How would you prioritize the strategies
for the National Rail Plan?**



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Questions and/or comments



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We need a National Rail Plan because the cost of doing nothing is too high.

